



# Cranberrytoday

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2007 SPRING EDITION

## Westinghouse Electric To Join Cranberry's Nuclear Family

Westinghouse Electric Company announced on March 20 that it will remain in southwestern Pennsylvania and expand its regional presence on a new campus in the Cranberry Woods business park near the intersection of Rt. 228 and I-79. The long-awaited announcement, which concluded a competition between South Carolina and Pennsylvania to host the company's nuclear engineering campus and headquarters, will mean at least 2,000 new jobs in Cranberry, with total employment in excess of 3,000 when the facility is complete.

The company's initial business mission at the site will be to design and equip four new nuclear power plants in China. The company's agreement with China has an estimated contract value of \$6-\$7 billion. Construction of the plants is expected to begin in 2009, with the first one becoming operational in 2013. Westinghouse technology is now the basis for approximately half of the world's operating nuclear plants, including 60 percent of those in the United States.

Construction of the company's Cranberry facility, which will include a new four-building

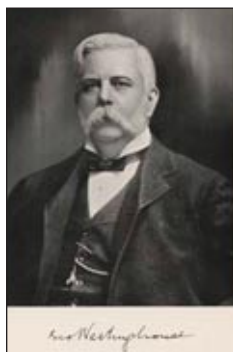
campus in the business park, is expected to get underway as soon as permits are issued. An expansion of Rt. 228 is also planned which will ease the flow of traffic to the Cranberry Woods site as well as to a possible new Simon shopping mall on the opposite side of Rt. 228.

The decision to select Cranberry Woods was based on a number of factors, including flexibility of construction options to accommodate future growth, according to the company's announcement. In addition, the site, which includes more than 80 acres, will be able to better accommodate the parking requirements of the company's expanding workforce.

A resolution drafted by Cranberry and adopted in response to a state request for approval of a tax-free zone at the company's new site pledges the Township's prompt consideration of a 15-year tax-free designation and commits it to work cooperatively and in a timely way with the county and school district as well as with Westinghouse.

Gov. Rendell signed legislation in November that allows four Strategic Development Areas in the state. The state's General Assembly had earlier given its support to the tax-incentive program

*Continued on page 2*



## Port Authority Of Allegheny County To Slash Routes Serving Cranberry

*Plans to expand service through Butler Transit Authority gain local support*

Massive cuts to the routes and frequencies of Port Authority bus service will terminate all service to Cranberry Township, starting in June. The 13K, linking downtown Pittsburgh to Thorn Hill Industrial Park, will see an unspecified number of its runs eliminated and its route changed to do away with service north of the Warrendale and Bladerunners Park 'n Ride lots. The 12A North Hills



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## Westinghouse Electric to join Cranberry's nuclear family *Continued from front cover*

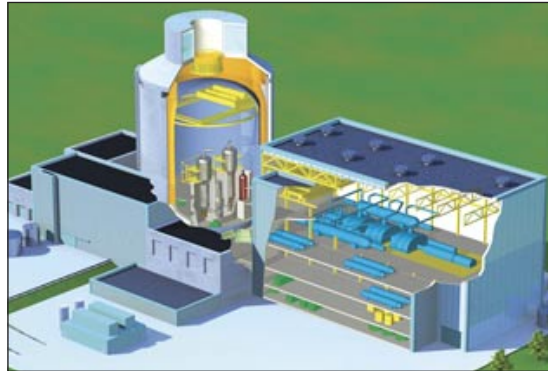
designed for companies that elect to stay in Pennsylvania. As part of that measure, the state agreed to relinquish sales taxes, corporate net income taxes and capital stock and franchise taxes. Municipalities, school districts, and county governments were asked to provide relief from local taxes during that same period.

Over the past decade, a number of technology companies have chosen to make their home in Cranberry Township. During that same time, a series of policy decisions made in the mid-'90s by Cranberry's Board of Supervisors led to a variety of improvements in the Township's transportation capacity, water supply, workforce training resources, land use management,

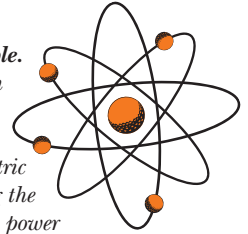
and administrative efficiency, as well as to new amenities for Cranberry residents.

"Westinghouse's decision to locate in Cranberry validates those policies and confirms the wisdom of those investments which were made here in previous years," John Milius, Chairman of the Board of

Supervisors said at the time of Westinghouse's announcement. "Today, with the company's decision to remain in the region where it grew up now a matter of record, we look forward to enjoying a deep and mutually beneficial relationship with Westinghouse and its associates over the coming years." ~



**Power to the People.**  
At its new home in Cranberry Woods Business Park, Westinghouse Electric will be engineering the design of four new power plants to be built in China. The company's AP1000 reactor, which is the nuclear technology selected for the plants, is shown here in cutaway view.



## Port Authority of Allegheny County to slash routes serving Cranberry *Continued from front cover*

Shopper will continue on a curtailed schedule, but with all service to Wexford and Cranberry cut off. Additional cuts will take place starting September 2 unless the agency is able to find alternate means of reducing the remaining \$45 million of its \$80 million budget gap during fiscal year 2008.

Cranberry Township officials – who have been consistent supporters of expanding public transit service to local residents – expressed regret at the circumstances which led Port Authority to make the cuts as well as their hope that the agency succeeds in stabilizing its finances before petitioning for additional state funds. Support from Harrisburg provides approximately half of Port Authority's operating budget. Passenger fares represent about 30 percent with most of the remainder coming from federal and county grants.

Cranberry officials also indicated that they will continue their pursuit of new transit service to southern Butler County through the newly renamed Butler Transit Authority. A recent study of transit needs in the Cranberry area identified a strong demand for weekday commuter service to downtown Pittsburgh and other key regional destinations, as well as for circulator service within the area surrounding Cranberry. The Township's own comprehensive plan placed transit service among its highest priorities. Cranberry recently joined with Jackson, Zelienople, Evans City and Harmony in pledging \$40,000 over each of the next five years to implement such service. But state funds, which would be essential to the launch of new transit service, remain scarce.



In the meantime, Cranberry officials will keep an eye out for problems that Township residents who commute into Pittsburgh may experience as a result of the Port Authority cuts, and to see what, if anything, might be done to mitigate them.

A recent report to the Governor and General Assembly by Pennsylvania's Transportation Funding and Reform Commission confirmed that both the state's public transportation and highway bridge systems were in crisis due to inadequate funding of operations, capital improvements, and maintenance. It urged that the crisis be addressed before the system's condition further deteriorates.

Details on the announced cuts are available from the Port Authority's Web site: [www.portauthority.org](http://www.portauthority.org). ~

# Showing Muscle In Cranberry's Transportation Planning

*Accommodating human-powered transportation isn't just nice, it's essential*

By Chuck Caputy, Supervisor, Cranberry Township



Back in 1995, when we were putting together our last full comprehensive plan, we asked people what changes they most wanted

to see in Cranberry. And the one change people told us more than any other was to improve the opportunities for foot and bicycle traffic. It's easy to understand why.

Starting around the 1970s, when the Township began to change from an agricultural community into a regular suburb, getting around came to mean getting around by car. Never mind that there were significant numbers of people – children, the elderly, the disabled and others – who didn't drive.

And forget about the fact that some people simply prefer to walk, weather permitting. Those folks were just plain out of luck. And I can certainly understand their concern.

Over the last five years or so, I myself have become an avid pedestrian. I've walked the length and breadth of Cranberry. Sometimes it's been just for pleasure, other times it's because I had to get somewhere. But in either case, it's been an eye-opening experience. I've met people I never knew before and I've seen details of our community I would never have noticed from a car.

But it hasn't always been a good experience. And the reason may be that this approach to accommo-

dating pedestrians – where walkways are added piece by piece and even then, only when that parcel of property is under development – hasn't been aggressive enough.

So, for example, where we do have sidewalks, they tend to be stubs and fragments; there are very few connections between sections of sidewalk linking one property to another or one neighborhood to the next.

Many of our key intersections have no accommodations for pedestrian traffic at all. Where they do exist, the electronic 'walk' signals are often too short for someone to actually get across the street. Even on many secondary roads, crosswalks are not designated at points where foot traffic would be natural. And drivers here simply don't know how to relate to pedestrians walking on roadway

shoulders. That isn't a healthy situation, and I'm not alone in thinking so.

Having a connected network of sidewalks, crosswalks, footpaths and greenway trails – one that would allow people to move safely by foot or bicycle, and to use those walkways

to access destinations like schools, stores, or civic sites – is still a top priority for most residents. How do we know? In 2005, when we began revising our long-range plan, we once again surveyed our residents about the changes they wanted to see. And just as before,

improving pedestrian circulation came up as the top priority. Why? Because it reduces automobile traffic. It facilitates contact between neighbors. It creates a stronger sense of community. And it's healthy exercise.

Of course there have been some real improvements since 1995. Sidewalks are now required in new commercial developments. Well-marked crosswalks have been added at several important intersections. Plans for several large, pedestrian-friendly traditional neighborhood-type developments have been approved along Brush Creek. And a recent grant from the state will help us improve the safety of children – and anyone else for that matter – who walks along the western portion of Rochester Road.

Having a truly integrated system of sidewalks, footpaths, and bicycle trails – one that functions as a serious transportation option in Cranberry – is a big part of the Township's long-range vision. But with the right plan, we may be able to bring that vision to reality in the foreseeable future. So during the coming year, I will be working with my fellow Supervisors to support

our professional staff in making sure that a prominent feature of Cranberry's revised comprehensive plan is a well thought-out pedestrian circulation component – one that envisions a truly walkable community and puts us on a fast track toward becoming the ideal place to live, work and play. ~



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## Township Police Are Getting More Aggressive With Aggressive Drivers

You know the type: he's the moron who tailgates you, slams on his brakes, cuts you off, runs red lights, weaves in and out of traffic lanes and generally acts like a schoolyard bully on wheels. It's the idiot who puts everyone else on the road in danger just to show how tough and pushy and important he really thinks he is. Well, the days of the aggressive driver may be numbered, at least in Cranberry.

That's because a recent grant from PennDOT will fund additional patrol time for Township police to focus on ticketing aggressive drivers. And it will enable Cranberry police to continue their current effort to enforce DUI and seatbelt laws. "It's going to involve putting additional people out doing robust traffic enforcement," Public Safety Director Steve Mannell acknowledged.

"It will fund overtime to put more officers on the road doing target-specific enforcement, like some of the roadways where people just sail through red lights," he said. "We get cell phone complaints from other motorists all the time. But usually, by the time we get there, they're gone."

"What we're looking for are people who are following too closely or spiking the brakes or cutting people off or running red lights. Those fit the category of aggressive drivers – people who are either so angry or so important to the world that they can't delay themselves stopping for a red light. If they fit those categories, we're

going to get credit for having cited an aggressive driver."

Aggressive drivers are not only irritating to other motorists; they also pose real dangers to them. Between 2001 and 2005, according to statistics compiled by PennDOT, there were more than a thousand crashes attributed to aggressive driving in Cranberry Township alone. They resulted in six fatalities and dozens of other collisions involving severe injuries.

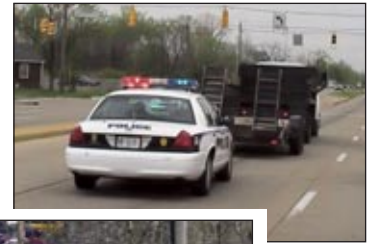
The data show that most aggressive drivers are men ages 35 to 64, and that their most frequent violation is speeding. They also show that afternoons, more than any other day part, are when aggressive crashes are most likely to occur. At the same time, according to the figures, Cranberry's aggressive driving problem is not as bad as in some other Western Pennsylvania communities.

But unlike many other states, Pennsylvania doesn't have a statute specifically dealing with aggressive driving although some citations, like careless driving and reckless driving, include multiple events. Instead, police here need to issue multiple tickets. "We have to fight for the specifics: the speed, whether he's following too closely, running red lights, those sorts of things," police Lt. Jeffrey Schueler observed. "You have to write a separate ticket

for each violation. A lot of states can put more than one violation on a single citation, but in Pennsylvania you can't."

***"Aggressive drivers are people who are either so angry or so important to the world that they can't delay themselves stopping for a red light."***

**Aggressive Drivers Beware**



Traffic enforcement in the Commonwealth operates under several other handicaps as well. "We were asked the other day about the traffic cameras at Rochester and Rt. 19 and whether they were going to be used for citing people," Mannell said. "Well, the cameras here are managed by our Public Works people to operate signals instead of using sensor loops in the pavement. They're not a traffic enforcement function. And besides, the law doesn't permit us to do that. It's permitted in Philadelphia. But in townships, it's not allowed."

"People say they want aggressive enforcement of traffic rules. But we can't use radar when every other state in the nation can," he said. "We can't use red light cameras because it's too Big Brothery." On top of which, in Pennsylvania, a seat belt violation isn't considered a primary violation.

"If I see you driving down the road without a seat belt, I can't stop you unless you commit another traffic violation," Lt. Schueler added. "Yet they let you ride a motorcycle without a helmet, and the injuries and fatalities statewide have just gone through the roof. It's a contradiction; there's a philosophical disconnect."

"But as far as aggressive driving is concerned, all we're asking people to do is obey the law." ~

## Reconstructing A Wreck

As soon as Corporal Daniel Hahn rolls up to a bad accident scene – something which has happened altogether too often during his 18 years on the Cranberry Township police force – he is almost inevitably approached by witnesses and curious onlookers, eager to tell him what they know.

But even though eyewitness testimony can be very useful, if it's the first thing an officer hears, it can actually impede the investigation, which begins by securing the crash scene to protect its evidence immediately after attending to anyone who has been injured.

"If I go out to the scene of a crash, I like to let the road and the cars talk to me," Hahn said.

"I would rather not talk to you at that point. I want to get my own perspective going here – one that's not polluted; I want to walk in there pure and clean. We'll have our conversation a little later."

***"If I go out to the scene of a crash, I like to let the road and the cars talk to me. I would rather not talk to you at that point."***

It's not that people are necessarily trying to delude him or spin the story in some misleading way, but Hahn, who is one of two fully-certified reconstructionists on the Township's police force, has learned through years of training and experience to listen closely to the subtle – and sometimes not so subtle – signs of physical evidence around him. Over the course of several hours, they can tell him a great deal about what did and did not happen both prior to and during the collision. And then there's his special-purpose SUV, full of high-tech and low-tech tools, which Hahn and his fellow officers then use to analyze the evidence in more detail.

"It's a fact-finding mission. We are out to answer the who, what, where, when, how and whys," he said. "You have the three major causal effects or contributing factors to the crash. Environmental is one, mechanical is the another, and driver is the third. The environmental conditions: Was it a clear sunny day? A cold snowy day? Were there potholes or cinders in the road?"

"Mechanical factors include everything to do with that car. Is it a vehicle failure? A maintenance issue? We inspect and autopsy each car in a major crash and literally go through them bumper to bumper. Typically when we get these cars, they're pretty crashed up, so it's going to take some time to get through it.

And then you have the driver. Was the guy tired? Was he drinking? On medication? Was it controlled medication? Was he going too fast? Talking on the phone? Was she putting on makeup? Etcetera."

As a result, thoroughly reconstructing a collision can take time – sometimes weeks, often longer, particularly when the investigation involves waiting for lab results or vehicle recall information. So

police are careful to limit their investigations to only the most serious wrecks – fatal crashes or crashes where someone is badly injured. "If they don't meet those criteria, we make a judgment early on, so we're not wasting the Township's resources. And we work together as a team."

Fortunately, most accidents never reach that threshold. "The only time a police report is required by the law is if somebody is hurt or a vehicle needs to be towed. If no one is hurt, and cars can be driven away, then it's a simple exchange of driver information. As a courtesy, our department does take the information and make an official police report of it if we are called to the scene, but it is not a state requirement."

However there is another benefit, in addition to meeting state requirements, of conducting meticulous investigations for serious wrecks; it's that in Cranberry, the reconstruction data is used to improve road engineering and traffic enforcement patterns. "Accident reconstruction is a team effort," Public Safety Director Steve Mannell pointed out. "We facilitate the Township's emphasis on safety, corridors, and expeditious movement of traffic by looking at causes, looking at numbers, and tailoring enforcement to help us prevent accidents." ~



***Off road vehicle.** Cranberry police Cpl. Daniel Hahn uses an instrument similar to a surveyor's transit to establish vehicle speeds and trajectories in reconstructing how traffic accidents occurred.*







*Hail to the Chief —*

## Fire Chief Bill Spiegel Has The Right Stuff

Fighting fires in Cranberry Township is not a career, it's a gift to the community – one with which Chief Bill Spiegel and his comrades have been very generous. "We do this because we want to help people, not because we're paid," he noted. In fact, none of the 58 firefighters now in Cranberry Township's Volunteer Fire Company are paid; what they do comes out of a sense of public service.

Even so, Spiegel wants people to know that in case of emergency, they're in capable hands. Despite their status as volunteers, advancing rank within the company requires firefighters to observe rigorous standards. "If you want to become an officer, you have to give that extra effort," he said.

Spiegel, 40, first became a volunteer firefighter in 1991 at the small department in Callery where he eventually became Chief, before moving to Cranberry six years ago. "I wanted to give back to the community," he recalled, noting that several of his uncles joined around the same time and that his son, Billy, is now a junior firefighter with Callery.

Since moving to Cranberry with his wife Libbeth and their three children, Spiegel has spent a great deal of time in training. As a result, he has moved swiftly up the ranks. One year after he joined the Cranberry brigade, he was voted Rescue Officer.

The following year he became first lieutenant, then

captain, then assistant chief, and, as of January 1, he's Chief of the entire Company.

According to Fire Company Executive President Chris DeCree, Spiegel is unquestionably the right man for the job. "He's sharp, he's focused, he's knowledgeable, and he's dedicated," DeCree said. "And he's confident, Bill gives that aura of leadership."

"We've been blessed with a series of forward-thinking, dynamic chiefs," DeCree noted. "That's been our strong point. Bill was the assistant chief. But you don't automatically move up just because you're a lieutenant one year and a captain the next; we don't do it that way. You do have to be qualified. You have to be prepared to come out in freezing cold in the middle of the night."

Also a certified EMT, Spiegel has earned just about every accreditation available, including Hazmat Operations and Fire Instructor. But his current position involves more than simply answering the Company's 500-plus calls a year. "There are

hours spent training and going to meetings, as well as handling the fire prevention program," he said. There's a tremendous amount of time involved."

Last year, the company put in more than 5,500 training hours.

Over the years, the leaders of Cranberry's fire company have demonstrated their



ability to adapt to change. "That's what makes us professional," says DeCree, noting that Spiegel's innovative ideas will help keep Cranberry's company on the cutting edge. "We emphasize training, and stay on top of things as best we can. Bill is maintaining that professionalism. He has all the skills you need for management and then some."

In his day job, Spiegel is the manager of PMF Garage in Zelienople. But his life really revolves around the Fire Company and its members. "I like to be able to use my skills in directing the fire brigade and helping other people become better firemen," he says, adding, "The camaraderie in the department is second to none."

Even so, according to Spiegel, the people who deserve the most appreciation are the families of fire fighters. "People don't seem to realize how much time it takes, and that takes you away from your family," says the husband and father of three. "Having to get up in the middle of dinner and rush out the door, missing holidays and birthday parties; we're on-duty 24/7. Our families allow us and understand about the time we put into it; they should be commended." ~

***"He's sharp, he's focused, he's knowledgeable, and he's dedicated. We've been blessed with a series of forward-thinking, dynamic chiefs."***

*Cranberry welcomes new Fire Company volunteers throughout the year. To learn more, call 724-776-1196.*

## TrueFit Solutions Answers To A Higher Authority

*Integrating biblical values and business software systems*

TrueFit Solutions, a low-profile creator of custom software for manufacturing, distribution, and food service companies that maintains its headquarters in Cranberry Woods, celebrated its tenth anniversary in February – a significant milestone for any company in the very competitive technology industry where failures, acquisitions, divestitures and sudden market shifts often result in much shorter corporate lifespans.

But for founder Darrin Grove and the 30 or so people that his closely-held company employs, the birthday also confirmed that a 21st century business run by eternal values, rather than by expediency, can survive and prosper in an environment where pragmatism and short-term profits are the rule.

“We intentionally adopted a value system based on faith,” Grove reflected. “We have a strong integration between our beliefs and our business practices. Each day, we try to apply principles of the Bible and discover how to run an effective software business God’s way. And that’s been a very interesting process.”

“That doesn’t mean everybody here shares the same religious convictions,” he added. “It just means that we look to those traditional values when we construct practices and policies and when we think about how to deal with our customers. That’s one reason we were chosen Best Place to Work in Pittsburgh by the Pittsburgh Business Times in 2004. It’s really those foundations of faith – lived out in a business context – that informs how we treat each other, how we treat our customers, how we interact with the community.”

Those principles have already been put to the test. Two years ago, in

response to shifts in its technology market, TrueFit was forced to restructure and, in the process, let go of some employees. “That’s tough for any business to go through,” Grove acknowledged, “but it was necessary. So we asked the question: how do our values inform the decision we’re about to make in terms of who’s going to stay? We started with our foundational values and the criteria included things like: what are the impacts on this person’s family? We considered a lot of dimensions beyond financial implications or simply the role they have at the company.”

“We communicated with everyone about how we were making the decision,” he said. “People respected that because they saw that we were making a people-focused decision and not a profit-focused decision. And we got very good feedback. Although it was a difficult time for the company, even the people who left appreciated the way the decision was made and felt that we were operating with integrity.”

The same principle-driven approach influences the company’s operating culture, which is strongly oriented toward egalitarianism and to developing its employees in directions that go well beyond their primary technical roles. A well-used company ping-pong table, a bi-weekly massage therapist, and free workshops on health, nutrition, stress management, and leadership all reflect the company’s people-centered culture. And its engagement with the larger community has been ongoing.

It also helps that the company’s business prospects now seem brighter. “We changed our business model and now we’re back into a



*Not so remote.* TrueFit Solutions founder Darrin Grove, left, and vice president Chris Lasswell, can spot problems in the business networks of clients all over the country, as they happen, from monitors in the company’s headquarters in Cranberry Woods. TrueFit adapts commercial software packages to each customer’s unique business needs, increasing the productivity and value of their IT systems.

growth mode, so we’re very excited about that,” Grove said. “We’re hiring again. We have a lot of opportunity right now. We’re very bullish about growth and we’re expecting significant growth again this year.”

But why Cranberry? “Well, I’m a native of the Cranberry area,” Grove pointed out. “I graduated from Seneca Valley. This has always been home. It’s where we got started. But as we’ve grown as a company, Cranberry has become a really strategic location. It’s very easy to get here from almost anywhere in Pittsburgh; it’s very easy to get downtown.

“And it’s been great to see the development that Cranberry has seen over the past ten years, but it’s also great that we’ve preserved more natural surroundings like Cranberry Woods” he continued, looking at the wooded hills outside his window. “There are birds here, a hawk that entertains us with good Discovery Channel footage once in a while. We have deer and turkey coming through. It’s beautiful and we love it here. ~

*Although widely known for its retail businesses, Cranberry is also becoming an important high technology center. Each issue of Cranberry Today features the profile of a different local technology company and offers a glimpse into the Township’s emerging knowledge-based economy.*



## Four SV Teachers Honored

by Linda Andreassi, Communications Director, Seneca Valley School District

Catherine "Cassy" Schmitt admits she has two left feet.

The Rowan Elementary School third grade teacher said it became very obvious to her students a few years ago when she attempted to teach them the 'electric slide' – a fun activity she added to the end of her unit on electricity.

But exposing her own less-than-smooth dance moves was worth it for this 19-year classroom veteran. "The students eagerly participated and couldn't wait for the next lesson on electricity," Schmitt said. "It is often the light-hearted moments that help a student enjoy school."

Innovation isn't necessarily a new teaching tactic, but it is an important part of teacher excellence and one that helped Cassy and three of her Seneca Valley peers become honorees in the 2007 Teacher Excellence Center's Annual Teacher Recognition Program.

Cassy, along with Rowan kindergarten teacher Jana Greco, and Jeff Hanlon and Jim Lucot, both senior high school social studies teachers, were recently chosen as honorees, or semifinalists, in the annual program that picks 100 teachers from the 5,000 nominated by 81 school districts in nine southwestern Pennsylvania counties.

"It felt great," said Greco. "You never know what people think of your work unless you get feedback," she added.

The anonymous parent who submitted her nomination couldn't have been more impressed, calling Greco a "nurturing and protective educator who promotes academic excellence and good behavior."

Greco was one of nearly 150 teachers nominated by Seneca Valley students, parents, fellow teachers and

community members. Now, as one of the Top 100, she will attend a banquet on April 19 at the Carnegie Music Hall in Oakland. At that time, each of the top seven will be named "Teachers of Excellence," and receive \$2,500 grants for their schools.

Jim Lucot says he will most likely spend the money on speakers for his social studies classes, a place where history comes to life as military veterans visit or write to share their experiences. "I have been very fortunate to have met parents and community members who have supported my classes and our projects," Lucot said. "I would like to thank them all."

Jeff Hanlon said he was shocked to learn of his nomination and pleased to discover that it was from a student. In it, the high school senior talked about Hanlon's skill in teaching students to apply what they learned to their every day lives, a point brought home to Hanlon recently when he was visited by a former student on leave from duty in Iraq.

"After listening for about a half an hour to his harrowing stories, I asked him, jokingly, if his economics lessons have come in handy," said Hanlon. The soldier replied, 'as a matter of fact, since I don't have many places to spend my money, I decided, like you taught us, to invest in a mutual fund with my combat pay!' Even in a war zone you can't escape economics!"

"I am humbled to be placed among the top educators in a district with so many outstanding teachers," Hanlon said. "I move on in this process representing all Seneca Valley faculty and staff."



Catherine "Cassy" Schmitt, a Rowan Elementary School third grade teacher, along with Rowan kindergarten teacher Jana Greco.



Jeff Hanlon and Jim Lucot, both senior high school social studies teachers.





## In Briefs:

**Larceny in their hearts.** Spring means different things to different people, but to local thieves, it's the season for stealing items left in unlocked cars on parking lots, home driveways, and anywhere else in Cranberry where cars are left unattended. Cell phones, CDs, tools and loose cash are among the most frequently stolen items. Cranberry Township police urge anyone leaving a vehicle outdoors to lock it; very few reported thefts involve actual auto break-ins.



**Going in circles.** Teams of stalwart walkers and joggers are beginning to form for the American Cancer Society's marathon Relay for Life fund-raising event July 21 and 22 in North Boundary Park. Teams of anywhere from 8 to 15 members take turns walking or running around the park's 1.1 mile track for 24 hours straight, rain or shine. For more information about registering for the Relay, call Tonya Newberry at 412-919-1072.



**Congestion relief.** After more than a year's work, all lanes of the intersection at Rochester Road and Rt. 19 officially opened on the afternoon of February 21. The \$3.7 million project, which was a joint effort of the Township, PennDOT, Gigliotti Properties and Continental Development Company, added two turning lanes to each roadway of the heavily trafficked intersection. With major new developments underway along the Rochester Road corridor, those

improvements will help to manage even greater volumes of traffic in the future.

**Whew! Less phew!** Cranberry's Board of Supervisors accepted a \$692,911 bid on March 1 from Greensburg Environmental



Contracting Systems to build a new odor control device for Cranberry's Brush Creek wastewater treatment plant. The contract calls for the apparatus, known as a carbon adsorption unit, to be on line and running no later than November. But the Township is hoping to have the unit working well before its contractual deadline.

**Decompose with the Masters.** The second of six two-hour offerings of the popular Backyard Composting class scheduled this year will take place on Thursday, April 12. Instruction for the program is provided by members of the Butler County Master Gardeners Association. The class meets in the Council Chambers of the Municipal Center. Advance registration is required. And enrollment is limited. At the conclusion of each session, everyone participating receives a free backyard compost bin with a retail value of \$70. To register, call the Cranberry Township Customer Service Center at 724-776-4806.



**Service above self.** Cranberry Township Supervisor Chuck Caputy and Parks & Recreation Director Mike Diehl, were honored for

their service to the community at a Cranberry Rotary banquet in Warrendale on February 20. Diehl, left, and Caputy, second from the left, were joined by Seneca Valley High School senior Mike Emling and Rowan Elementary School physical education teacher Michael Manipole in receiving certificates of achievement.

**Sorry, this is reserved.** Reservations for shelters in two Cranberry Township parks, as well as full-day and half-day reservations for two newly-built decks at Community WaterPark for the 2007 season, are now available. All shelters are equipped with electrical outlets, a charcoal grill, nearby running water and restrooms; reservations are available both for business and personal/social use. Sun decks can be configured with your selection of chairs and loungers; early admission to the WaterPark is available for those with deck reservations. Call the Parks & Recreation Customer Service Desk at 724-776-4806 x1129 to place your reservation.

**Nature calls.** The new Skip Gross Memorial Wetlands Trail and observation decks are now open and available throughout

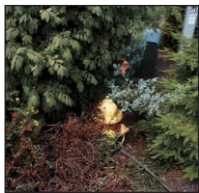


the year at the northern end of North Boundary Park. The trail, which was built by the Lions Club of Cranberry Township and named for one of its most distinguished alumni, will have interpretive signs, identifying the area's most common wetland wildlife and plantings, placed along its length this summer.

*Continued on page 13*



## In briefs: *Continued from page 12*



### Keeping trim.

Don't let fire hydrants, manhole covers, or water meter touch pads on your

property get covered with mulch or overgrown with brush this spring. Firefighters and field employees of Cranberry's Public Works department need to use that hardware, particularly in cases of emergency. They ask that you keep your bushes trimmed back enough to allow easy identification and rapid access to those devices.

**Dollars for scholars.** The Cranberry Area Chamber of Commerce will be awarding six \$1,000 scholarships in 2007. High school seniors from Mars High School, Seneca Valley High School, and Mars Home for Youth are eligible. For the first time this year, the Chamber will also be awarding scholarships to technical, non-traditional, and alternative students who live in those same districts. Call the Chamber office at 724-776-4949 to learn how to apply

or how your business can sponsor one of these scholarships.

**Tax time, again.** The 2007 Butler County/Cranberry Township real estate tax bills that were mailed on March 1 may be paid at a two percent discount until April 30. After that, taxes can be paid at face value until June 30. Neither the Township nor the County increased their tax rates this year. If you refinanced and changed your mortgage company or are no longer using an escrow account to pay your property taxes, contact tax collector P.J. Lynd's Municipal Center office at 724-776-1103.

### Open season.

During the week of June 11-17, when Oakmont Golf Club hosts the U.S. Open Golf Championship, interest in golf is expected to be at a peak throughout the region. To accommodate that interest, Cranberry Highlands



is offering an Open Week package that includes 18 holes of golf, a cart, a Cranberry Highlands bag tag, a lunch at the clubhouse grille, and discount coupons for merchandise from the pro shop. Package rates per player are \$64 Monday through Thursday and \$79 Friday through Sunday. Because of anticipated demand that week, reservations for groups ranging from 4 to 20 players may be made immediately using any major credit card by calling 724-776-7372.

### Aquatic programs.

Online and in-person registration begins Saturday morning, April 14 at 8:30 for Water-Park members only. General public registration begins at the same time on Monday morning, April 16. Registration for summer camp began on March 31 and will remain open as long as space is available. ~



## Cranberry Community Chest Grows New Hair

A bigger, bolder Community Chest is preparing to emerge from the margins of Cranberry's community life. The revitalized organization, a fund-raising body with local roots going back 40 years, is focused on supporting the variety of charitable health, safety, and human service organizations that currently operate in Cranberry Township.

But fund-raising isn't the only goal that Cranberry Supervisor Bruce Mazzoni, who has led the initiative to reorganize and re-energize Community Chest, sees for the agency. "We want to strengthen voluntary community involvement

in their work. We want to help get their messages out to residents," he said. "We want to promote attendance at their events through our Township media. And we want to see how other Township resources can be made available to help them in their work."

Although Cranberry's original Community Chest never stopped operating, its activities in recent years witnessed significantly lower levels of interest than they had in the past. As a result, late in 2006,



its board accepted an updated set of bylaws and in accepting that new charter, elected to disband. Consequently, the organization is now seeking candidates for a new, eleven-member

board of directors that will set policy for the agency.

To help re-launch the newly-chartered organization and begin recruiting new board members who can help realize its vision of bringing the agency's work to higher levels, the Township held an informational meeting on March 13. ~

## Public Works Mechanics Keep Cranberry's Fleet Afoot

You won't see any hybrid vehicles on lifts in the Township's state-of-the-art Public Works garage, at least not yet. And you won't see any vehicles with other, even more exotic power plants, such as ethanol, compressed natural gas, hydrogen, or fuel cells either. But it's not because Cranberry isn't interested in keeping up with advances in automotive technology; it's just the opposite.

"We've been studying hybrids and looking carefully at these other new technologies every year in deciding what to buy," according to Public Works Director Duane McKee. "So far, the cost/benefit ratios of those emerging technologies haven't been convincing, particularly with all the unknowns about the long-term costs involved. And we tend to keep vehicles long-term."

But Cranberry's Public Works garage, completed two years ago with considerable input from the Township's fleet maintenance technical staff, is ready for just about anything in the gasoline-diesel family. "All the vehicles – admin, police, sewer and water – come here," maintenance manager Walt Beighey pointed out. "Altogether it's somewhere around 100 vehicles. And that's not counting traffic signal generators, sewage water pumps, weed whackers, lawn mowers, and anything else that has a motor on it, except for the golf course, which does its own maintenance. But even then, when their truck needs to be inspected or their backhoe needs work, we do it here."

As a result, there's a constant stream of traffic into the garage behind the Rt. 19 fire station. "The police cars come in here once a month, every month. For emergency vehicles, it's a safety issue. They do some wild things in police cars, so you've got to make sure the wheels aren't going

to fall off. Everything is checked over – the air pressure, the bolts, oil, fluids, undercarriage damage in case someone has jumped a curb – you never know what's going to happen."

An aggressive program of preventive maintenance, in which the mileage, service record, and scheduled replacement of wear parts for every Township vehicle is electronically tracked, has helped to extend the life of each vehicle, from the smallest utility cart to the heaviest truck.

Consider routine oil changes. "When the manufacturer's specs calls for a change every 6-8,000 miles, we usually do it in half that time, just to stay ahead of the game," Beighey said. "We're very aggressive when it comes to oil changes. Big trucks might go 10,000 miles between oil changes; but our big trucks go 4,000 miles.

And with the newer police cars, it's by hours of operation on the motor because they do a lot of idling when they're at a traffic scene."

As a result, there are vehicles in Cranberry's fleet that go back 30 years or more, when trucks sold for \$10,000 instead of the \$140,000 they fetch today. "Our 1973 Mack was sold at auction a couple years ago," Beighey recalled. "The 1975 Mack has been taken out of winter maintenance. It's still here and it still runs, but you can't really rely on it for snow plowing with a big heavy box on it and all the hydraulics. We have a 1979 truck we rebuilt that's now doing snow removal. I've got another truck in the works we're putting together right now, and we've got a 1985 Mack still running."

With the exception of body work – the facility does not have a paint shop – Public Works is capable of performing essentially every repair, rebuilding and maintenance procedure required to keep the



***Things are looking up.** Master mechanic Jim Puryear of Cranberry's Public Works Department helps to keep the Township's fleet of approximately 100 vehicles on the road and in good repair through a rigorous preventive maintenance program.*

Township's fleet running smoothly. But with just three full-time mechanics, who become plow operators whenever it snows, it helps that the garage has formed close relationships with local auto and equipment dealers who provide the warranty work and stock needed replacement parts.

"If we have a police car, our local Ford dealer will turn it around quickly because they value the service it does for the community," Beighey said. "A lot of other dealers around here are like that too – Jeep, Bobcat, Caterpillar, John Deere – most of the people here are very Township-friendly. They give us priority. If we have a problem we can't figure out, we can go next door and they'll give us a point of view or lend us their manuals. And there are government programs out there where we get better prices. A tire the Township pays \$50 for would cost you and me \$150." ~

## Cranberry's Adopt-A-Roadway Program Is Really Picking Up

**Quick quiz: what do a computer, a toilet, and a saxophone case have in common?**

Give up? The answer is that they're all among the assorted discards which have been picked up by teams of volunteers along local roads in Cranberry since the start of the Township's Adopt-A-Roadway program ten years ago. Participants in the program, which is coordinated and supported by Cranberry's Public Works Department, include individual Township residents, families, neighborhood groups, Township-based businesses and members of other local organizations. Some of

them have been at it since the outset of the program in 1997.

Roads become available for adoption whenever new ones are added or when participating organizations leave the program. One road is currently available for adoption, and a waiting list of other organizations who want to participate is maintained by Public Works. To apply, you must commit a minimum of two years to the program.



At least two organized cleanup days – one in the spring and another in the fall – are required each year. Application forms as well as a map of the roads which are

cared for in the program, are available at the Township's Web site, [www.cranberrytownship.org](http://www.cranberrytownship.org). More information is available by calling Adopt-A-Roadway coordinator Barby Cheetham at 724-776-4806 x1500 between 7:00 AM and 3:30 PM, Monday through Friday.

Volunteers taking part in the program are issued safety vests, traffic warning signs, pickup tongs, garbage bags, and other necessities. A list of safety precautions is also reviewed with each participating entity. Signs acknowledging the adoptive organization are posted along their roadway. Current participants and the roadways they care for are shown in the table below. ~

Maintained MILES	ROAD NAME - Adopted By	SINCE
0.5	PROGRESS AVE - <i>Cranberry Women's Club</i>	September 1998
0.8	BURKE RD - <i>The Pindroh Family</i>	January 1999
0.8	COMMONWEALTH - <i>Evans City Earthkeepers</i>	January 2002
0.8	DARLINGTON RD - <i>Available</i>	February 1999
0.9	OLD ROUTE 19 - <i>Louis Zona, CPA</i>	June 1999
1.0	EXECUTIVE DR & THOMSON PARK DR - <i>BC3 - Cranberry Center</i>	August 1998
1.0	POWELL RD (Rochester to Freedom) - <i>Cub Scout Pack # 403</i>	November 2001
1.0	UNIONVILLE RD (Aberdeen to Glen Eden Rd) - <i>Reale &amp; McIntyre, Prudential Realty</i>	January 2001
1.1	HAINE SCHOOL RD - <i>Church of Jesus Christ of Latter Day Saints</i>	December 2004
1.1	MARS RD - <i>Lowe's #653 Commercial Sale</i>	March 2002
1.3	HOPE RD & WOODLAWN RD - <i>The Treese Family</i>	August 1999
1.4	EHRMAN RD/OLD EHRMAN RD - <i>Boy Scout Troop 403</i>	April 2006
1.4	GLEN RAPE RD - <i>The Hardman Family</i>	May 2000
1.4	GOEHRING RD - <i>The Graf Family</i>	May 1999
1.4	MARSHALL RD - <i>Township of Cranberry - Employees and Families</i>	February 1999
1.5	PETERS RD - <i>Boy Scout Troop #404</i>	September 1998
1.5	UNIONVILLE RD & OGLEVIEW RD (Route 19 to Aberdeen) - <i>Cornerstone Church Youth Groups</i>	September 2002
1.6	GRAHAM SCHOOL RD - <i>Dutilh United Methodist Church Youth Group</i>	June 1999
1.7	BEAR RUN RD - <i>Plains Presbyterian Church</i>	November 1999
1.7	NORTH BOUNDARY RD - <i>Volunteer Ambulance Corp</i>	October 1997
1.7	POWELL RD (Rochester to Glen Eden) - <i>United Mobile Homes</i>	October 2001
1.9	FRESHCORN RD - <i>The Davis Family</i>	August 1999



## Traffic Agreement Signals New Era In Intermunicipal Cooperation

Sometimes, as you drive east from Cranberry on Rt. 228, the traffic signals seem to operate in synch. Other times, they don't. But if the



application for a \$63,000 inter-municipal grant from the state Department of Community and Economic Development is approved, they will soon be able to operate in tandem almost all the time, at least through Cranberry, Seven Fields and Adams Township.

Historically, signals were added by private developers as required to accommodate the traffic from any new shopping centers or housing plans they built. Although the signals had to meet certain performance criteria, they were

not fully standardized. So, for example, the roadside box that controls the lights at one intersection is often incapable of working with another brand of signal box at the next intersection, just 200

yards away. And once they've been installed, the responsibility for a signal's ongoing operation and maintenance belongs to its host municipality forever.

At least in principle, moving state highway traffic safely and efficiently would seem to be a natural task for intergovernmental coordination, because it involves roads that cross municipal boundaries lines all the time. But in southwestern Pennsylvania, it is something municipalities have traditionally handled by themselves. However

the resulting fragmentation hurts them all. So in an unusual move, Cranberry and its neighbors have created a cooperative agreement to standardize specifications, coordinate traffic flow, and jointly maintain traffic signals along the growing Rt. 228 corridor.

"This agreement is one of the few of its kind. What's really unique is regional traffic control. The impetus was trying to get all the communities around us to recognize that regional traffic control, using smart systems, really works," according to Public Works Director, Duane McKee. "It's about the power of grouping municipalities together to request money from the state to help pay for it. Most of those signals are on state highways and municipalities are burdened with the maintenance of them. And it's a heavy burden." ~

## Mark Wolinsky: Defender Of The Little Creatures

*Arthrobacter*, *Cirtomonas*, and *Psuedomonas* may not be among the nation's most fashionable domestic animals but, like trendy toy poodles, they too have aficionados. Mark Wolinsky is one of them. And his job as Cranberry's Pretreatment Administrator is to safeguard the little creatures, along with a variety of other microorganisms whose appetite for 'food' in the Township's sewage are at the heart of its wastewater treatment process.

It's not that anyone is out to harm the tiny organisms. But certain materials – particularly solvents, acids, and metals which are sometimes discharged into the sanitary sewer system by commercial, industrial, and even residential users – can have precisely that effect. And, if too much of it is dumped

into local drains, it can have serious consequences for the community's wastewater treatment plant.

Wolinsky, along with the help of other Township plant and field personnel, has been using a combination of old-fashion legwork and high-tech detection equipment to pinpoint illegal discharges since joining the Township staff last year.

He understands the language of the little bacteria whom he refers to as 'bugs'.

"You try to keep the inflow of undesirable substances to a low level," he said. "If too much comes in,

it can be toxic to the metabolism of the bugs; it can shut them down, it can kill them. Or it can just inhibit them so they don't work as well as they normally do. They get a hangover once in a while when something comes in. They get sick to their stomach and say 'oh, I can't work today.' And it messes up the process."



*Continued on page 17*

**No, it's not R2D2.** Cranberry Township pretreatment administrator Mark Wolinsky prepares a timer-driven sample collector to be lowered into the manhole of a sanitary sewer line. The samples collected can be analyzed for solvents, metals, and other material that might damage the treatment plant's microscopic organisms which are at the heart of its cleansing process.

## Mark Wolinsky: defender of the little creatures *Continued from page 16*

That's because the biological phase of the wastewater treatment process is its most vulnerable aspect. While the plant's chemical and mechanical operations remain mostly unaffected by the presence of those materials, without its colonies of active bacteria, the cleanup process can't work. And virtually every wastewater treatment plant operating today is biologically-based.

"There are different types of bugs in different areas of the plant and

different parts of the process," he explained. "Like the ones in the aeration basin that begin the process by getting rid of the human wastes; they're decomposing the wastes, changing the organics into something else. They eat it up, get fat, and sink to the bottom. Other bugs decompose waste in the sludge digester tank." And they all require protection.

"It's really a delicate

process," Wolinsky noted. "It can be upset and cause problems, and that's what we're trying to avoid. We won't catch everything that goes down the drain, particularly if it's only an occasional event. But we're trying to remind people that there's the potential for them to get nabbed by our activity out in the field." And if it is a particularly dangerous material – one likely to create a danger to field workers or harm the environment – the violator can even be held criminally liable. ~



## TRASH MASTER Challenge III – The Prequel!

Just pick the right choice for disposing of each of the twelve items pictured below.

A. Garbage B. Recycling C. Yard Waste D. Tag E. Ineligible

1



Light bulbs

ANSWER: \_\_\_\_\_

2



Typewriter

ANSWER: \_\_\_\_\_

3



Munitions

ANSWER: \_\_\_\_\_

4



Evergreen wreath

ANSWER: \_\_\_\_\_

5



Syringes

ANSWER: \_\_\_\_\_

6



Logs

ANSWER: \_\_\_\_\_

7



Clamshell packaging

ANSWER: \_\_\_\_\_

8



Wire clothes hangers

ANSWER: \_\_\_\_\_

9



Plastic clothes hangers

ANSWER: \_\_\_\_\_

10



Oven

ANSWER: \_\_\_\_\_

11



Plastic bottles

ANSWER: \_\_\_\_\_

12



Sofa

ANSWER: \_\_\_\_\_

When completed, turn the page to find the correct answers. Then check your TQ.

## What's Your TQ (trash quotient)?

Check your score and rate yourself on the following scale:

12 –Trash Guru 11 –Trash Master 10 –Trash Journeyman 9 –Trash Apprentice  
8 –Trash Trainee 7 –Trash Novice 6 –Trash Wannabe 5 or lower –Poor trash



1

### Light bulbs.

**Answer: A.** Although incandescent light bulbs contain glass, they also contain other materials and are not suitable for recycling. Pitch them in the trash.



2

### Typewriter.

**Answer: A.** Unless it's too big to fit into your trash cart – in which case you'd need a 65¢ tag – treat it like ordinary garbage.



3

### Munitions.

**Answer: E.** Hang onto them. Munitions are not suitable for either trash disposal or recycling and most household hazardous waste programs won't take them either.



4

### Evergreen wreath.

**Answer: C.** Natural wreaths are considered to be yard waste and may be disposed of in your yard waste cart, but you should take off any decorative ribbons or other materials.



5

### Syringes.

**Answer: A.** Syringes may be disposed of in your garbage, but they should be put into a heavy plastic bottle which is sealed shut and clearly marked "do not recycle."



6

### Logs.

**Answer: C.** Small logs, with a diameter of less than 4 inches, can be disposed of in your yard waste cart. Larger logs must first be split. Burn them in your fireplace if you have one.



7

### Clamshell packaging.

**Answer: B.** Clear clamshell packaging is composed of a plastic which is well suited to recycling. Separate out any cardboard inserts and place them in your recycling cart.



8

### Wire clothes hangers.

**Answer: A.** Although they are made of steel, metal clothes hangers are not suitable for recycling as are food cans. Take them back to the cleaners.



9

### Plastic clothes hangers.

**Answer: A.** Plastic clothes hangers cannot be recycled either, primarily because of their form. So discard them with your garbage.



10

### Oven.

**Answer: D.** Ovens and other major appliances are eligible for curbside pickup using the tag system. You'll need a \$10 appliance tag for this one.



11

### Plastic bottles.

**Answer: B.** Plastic bottles are well suited for recycling, so rinse them out and put them in your recycling cart.



12

### Sofa.

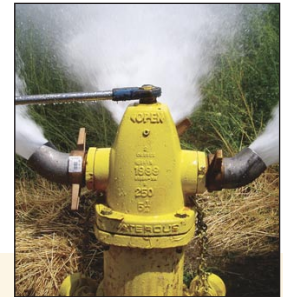
**Answer: D.** Sofas, upholstered chairs, mattresses and similar large furniture items will be picked up if you attach a \$4 bulky item tag.



## Water System Flushing Schedule Set

Cranberry Township's annual fire hydrant and distribution system flushing program is now underway. It is a regular maintenance operation designed to flush sediment from the water system, check fire hydrant operation, and test chlorine levels in the water lines on each street. Flushing is conducted Monday through Friday between 7:00 AM and 4:30 PM. A week-by-week schedule is included here; for detailed information on the date for your own street, call the Township's Customer Service Center at 724-776-4806.

Discolored water and fluctuations in water line pressure are normal during flushing. The Township advises customers to refrain from using water or doing laundry as much as possible when discolored water is present. If the water does not clear or return to normal pressure within a reasonable time, or if service is interrupted, call the Customer Service Center.



### *Cranberry Township 2007 Water Distribution System Flushing Schedule*

**April 2-6:** Pennwood Place, McKinney Warehouse, Keystone Drive, Commonwealth Drive, Residence Inn, Freedom Road from Commonwealth to Route 19, Cranberry Woods - MSA Complex, Cranberry Woods, Knockout Development, Cranberry Mall, Old Mars Road between Route 19 and McElroy Drive, UPMC Medical Center, Fairfield Inn, Norberry Court, Dutilh Road south of Route 228, Dutilh Road between Freeport Road and Turnpike Ramp, Route 19 south of PA Turnpike to Bravo's Restaurant, AmeriSuites, Brush Creek Commons, Red Roof Inn, Holiday Inn Express, Marguerite Road, Emeryville Drive, Old Mars Road between McElroy Drive and Franklin Road, Cranberry Commons Mall, Grandshire, Spring Meadows, Franklin Road between Old Mars Road and Beacon Hill Drive, Hazelwood

**April 9-13:** McElroy Road, Fox Run, Buckingham Trail, Franklin Road and Peace St, Franklin Ridge, Shadow Creek, Bristol Creek, St Leonards Woods, Timberline, Peters Road between Franklin Road and Old Farm Road, Old Towne Apartments, Scenic Ridge, Peters Road between Franklin Road and Burke Road, Forest Knoll, Lakeview Estates, Walden Pond, Windwood Heights, Crystal Springs

**April 16-20:** Rowan Road between Marshall Road and Old Farm Road, La Grande Drive, Rowan School, Rowan Towers, Leonberg Road,

Marshall Road, Geohring Road, Preserve East and West, Route 19 between Freedom Road and Rochester Road, Cranberry Shoppes, Walmart, Cranberry Square, Streets of Cranberry, Doyle Equipment, Ogle Station, Boston Market, Jerry's Car Wash, Home Depot, Smith Drive, Route 19 from Butler Auto Auction north to Kenny Ross, Victory Family Church, Penn Detroit, YMCA, Route 19 from Butler Auto Auction south to Lincoln Mercury, Wiegand Drive, Route 19 from Smith Drive north to Goehring Road, Goehring Road from Route 19 to Marshall Road, Wisconsin Avenue, Ogle View Road, TRACO, Progress Avenue, Park Road, Ernie Mashuda Drive, North Boundary Road, Marshall Woods, On a Roll, Cranberry Water Park

**April 23-27:** Pinehurst, Ehrman Road, Grace Estates, Garvin Road, Foxmore, Ehrman Farms, Oakview Estates, Unionville Road, Springfield Manor, Cranberry Business Park, Winchester Lakes, Winchester Farms, Old Route 19, Settlers Grove Phase 1 & 2, Glen Eden Road, Glen Eden Phase 1, Settlers Grove 3, Antler Ridge

**April 30 - May 4:** The Maples, Glen Eden Phase 2, Glenbrook, Glen Eden Townhouses, Manor Creek, Cedarbrook, Freshcorn Road, Glen Eden Road west of Powell Road, Briar Creek, Madison Heights, Glen Rape Rd, Cranberry Heights, Kingsbrook

**May 7-11:** Rochester Road from Route 19 to Robinhood Drive,

Thompson Park Drive, Executive Drive, Costco, Brandt Drive, Commerce Park Drive, Cranberry Corporate Center, Hampton Inn, Laurelwood, Sherwood Oaks, Fernway

**May 14-18:** Freedom Road from Commonwealth Drive to Thorn Hill Road (RIDC), WESCO, Rolling Road Regency Apartments, Freedom Road from Thorn Hill Road (RIDC) to Parkwood Drive, Georgetown Square, Parkside Place, Carriage Drive, Kira Circle, Haine School Road, Haine School, Pine Ridge, Rochester Road from Robinhood Drive to Alps Avenue, Valleybrook, Deer Run, Sun Valley, Cranbrook, Woodlands Townhouses, Kirkwood Drive, Swift Homes, Woodlands Houses

**May 21-25:** Clearbrook, Cranberry Estates, Ashford Manor, Cranberry Pointe, Cranberry West, Rochester Road from Haine School Road to Powell Road, Kimberwicke, Harvest Drive, Holiday Drive, Powell Road from Rochester Road to Blue Ridge Drive, Creekwood Commons, Creekwood, Freedom Woods

**May 28 - June 1:** Forest Park, Crossings, Mystic Pine Trail, Blue Ridge Estates, Berkley Manor, Hampshire Woods, Autumn Hill

**June 4-8:** Powell Road between Rochester Road and Glen Eden Road, Highland Village, Havenwood, Hunters Creek, Stonefield & Farmview, Greenfield Estates, Avery's Field, Woodbine Estates ~



## Check It Out!

There's no need to be embarrassed by taking out materials that deal with touchy topics any more. No longer will a curious library staffer cast a wary eye at the books on professional wrestling or sexually transmitted diseases or Molotov cocktails that you are about to take out. Now patrons of the Cranberry Public Library can take out books, videos, CDs and other media from the library's 90,000-plus item collection using two new, very discrete automated SelfCheck™ kiosks that went into operation March 1.

The new units, which were purchased by the Township along with a main entrance sentry alarm system for \$39,760, reads the same barcodes and uses the same electromagnetic tags which were already attached to every item in the library's collection. In addition to checking material out of the library, the kiosks can be used to renew materials, alert librarians if a patron needs assistance, print receipts and generate reports. Later, the machines will be programmed to check borrowed materials back into the library.

A number of libraries in Allegheny County and the eastern part of the state are already using SelfCheck units, according to Head Librarian Carol Troese. Approximately

60 percent of the checkouts from Northland Library in McCandless are done with the automated kiosks. But Cranberry's library is the first in Butler County to install the system, and it is linked to every other library database in the county, meaning that any patron in Butler County can use Cranberry's system, no matter which library card they hold.

Although it is too soon to know for sure, Troese expects that the new machines will free her staff for other, more challenging assignments helping the library's patrons. Why does she think so? "Patrons are taking to it rapidly. And the youngsters are really enjoying it," she said, pointing to one of the new automated stations, "they say they're playing 'librarian'." ~

For the most up-to-date information, visit us online at [www.cranberrytownship.com](http://www.cranberrytownship.com)



2525 Rochester Road, Suite 400  
Cranberry Township, PA 16066

724-776-4806  
[www.cranberrytownship.org](http://www.cranberrytownship.org)

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